

APM

SECRET

ag

IN 07225

TOR 16/1358Z OCT 65 RRP

SECRET 160803Z

25X1A

[REDACTED] 2430

25X1A

[REDACTED]

25X1A

[REDACTED]

THIS WILL BRING YOU UP TO DATE ON OUR ACTIVITIES AND PROBLEMS.

1. SUPPLY: DURING HEAVY RAINY PERIODS, WATER CONTINUES TO DRAIN INTO THE SUPPLY FAX STORAGE AREA IN VARYING DEGREES. EVERYTHING MUST BE ELEVATED ON PALLETS OR DUNNAGE IN AN EFFORT TO PRESERVE ITS CONDITION. TWO 30 INCH FLOOR FANS RUN CONTINUOUSLY 24 HOURS EACH DAY TO DEEP THE AIR CIRCULATING AND HELP KEEP THE FLOOR DRY. THE MOISTURE AND HUMIDITY STILL CAUSE PROPERTY IDENTIFICATION LABELS TO DISCOLOR BEYOND LEGIBILITY AND BULL LOOSE FROM THE PROPERTY CONTAINERS. A CONTINUOUS INSPECTION MUST BE ACCOMPLISHED TO PREVENT WATER AND RUST DAMAGE CONTAINERS AND CONTENTS.

PROPERTY RECEIVED AS RECENTLY AS 10 OCT 65, FROM DET H, ALREADY SHO SIGNS OF CONTAINER DETERIORATION AND LABEL DISCOLORING.

PACKING, CRATING, AND BANDING TOOLS, INCLUDING STEEL BANDING AND NAILS, ARE RUSTY AND DETERIORATED ALMOST TO THE POINT OF REQUIRING REPLACEMENTS. DESSICANT AND OTHER DE-HUMIDIFYING

IN 07225 PAGE ONE

SECRET

S E C R E T

IN 07225 PAGE TWO

PACKING AS WELL AS NORMAL PACKING MATERIALS ARE DAMP AND UNSERVICEABLE FOR USE AS EFFECTIVE PACKING FOR ITEMS REQUIRING A DE-HUMIDIFIED ENVIRONMENT FOR RETURN TO THE ZI. THE SERVICEABILITY OF MANY ITEMS CANNOT BE DETERMINED UNTIL ACTUALLY PUT INTO USE. WOODEN CRATES ABSORB THE MOISTURE, WARP AND PULL APART ALLOWING ADDITIONAL MOISTURE TO PENETRATE THE CONTENTS. UNLESS NEW FACILITIES OR CORRECTION OF EXISTING FACILITIES IS ACCOMPLISHED, THE SITUATION CANNOT IMPROVE. THUS, I PREFER NOT ROTATING THE PRESENT FAK HERE UNTIL I CAN SEE REAL PROGRESS TOWARDS IMPROVED ENVIRONMENT CONDITIONS. AS YOU MAY GUESS, I'M TRYING TO USE THIS AS A LEVER TO ACHIEVE THIS IMPROVEMENT. ALSO AM GAMBLING THAT SEALED ITEMS ARE SERVICEABLE.

2. MATERIAL.

A. FLEW TWO SORTIES ON ARTICLE 383, NONE ON ARTICLE 384 THROUGHOUT THE WEEK.

B. HAD THREE MAINTENANCE DISCREPANCIES AND FIVE CONMO DISCREPANCIES AND CORRECTIVE ACTIONS WERE AS FOLLOWS MAINTENANCE:
(1) AUTO-PILOT DISENGAGED FOR NO APPARENT REASON AFTER TWO AND ONE HALF HOURS OF FLIGHT, THEREAFTER THE PILOT WAS UNABLE TO OPERATE THE AUTO-PILOT FOR MORE THAN TEN SECONDS AT A TIME. C/A THE AUTO-PILOT TECH REP RAN THE AUTOPILOT FOR SEVENTEEN HOURS WITH VARYING LOADS OF POWER ON THE AUTOPILOT SYSTEM, WITH NO MALFUNCTION.

IN 07225 PAGE TWO

S E C R E T

S E C R E T

IN 07225 PAGE THREE

HE REPLACED THE GYRO PLATFORM AS A PRECAUTIONARY MEASURE. SUBSEQUENT FLIGHT WAS OK. (2) ATTITUDE CYRO PRECESSES EXCESSIVELY IN PITCH, AND THE HORIZONTAL INDEX VIBRATED ALL THE TIME. C/A REPLACED THE ATTITUDE GYRO. (3) MACH NEEDLE INDICATES TOO HIGH AT ALTITUDE. C/A REPLACED AIRSPEED INDICATOR. THE COMMO DISCREPANCIES WERE: (1) OSCAR-SIERRA WILL NOT PRESS TO TEST. C/A THE CONNECTOR WAS BROKEN IN THE "Q" BAY BY IMPROPER INSTALLING OF THE LOWER MATCH. THE CREWS WERE CAUTIONED AND THE CONNECTOR WAS REPLACED. (2) IFF INOPERATIVE. C/A OPEN, COMMO REQUESTS A FLIGHT CHECK. (3) & (4) ARC-34 INOPERATIVE AFTER FOUR HOURS OF FLIGHT IN BOTH CASES. C/A REPLACED TWO ARC-34'S MADE AN ENGINE RUN TO CHECK D. C. POWER. FOUND THE D. C. GENERATOR WAS PUTTING OUT 31 VOLTS. RESET THE D. C. GENERATOR AT 28 VOLTS. (5) EXCESSIVE BACKGROUND STATIC ON AIC 10. C/A REPLACED ARC-34 AND RESET SQUELCH.

C. CLEANED HANGAR AND WASHED BOTH AIRCRAFT. PUMPED SEVEN BARRELS OF FUEL INTO TANKER.

D. JIN, KEEPING THE BIRD CLEAN FROM DUST, INSECTS AND BIRD DUNG IS A REAL PROBLEM HERE. ALL WE HAVE IS A ONE INCH NOSE, COLD WATER, BROOMS, RAGS ANFDELBOV GREASE TO HANDLE THESE PROBLEMS. AFTER USING ALL THESE RESOURCES TO CLEAN THE BLUE BIRDS, THEY

IN 07225 PAGE THREE

S E C R E T

S E C R E T

IN 07225 PAGE FOUR

STILL LOOK SCRUFFY TO ME. HAVE YOU ANY GOOD IDEAS.

3. CONMO

A. HISTORY OF ARC-34 FAILURES: A TOTAL OF 4 ARC-34'S FAILED DURING THE PERIOD 6 TO 13 OCT. THREE IN ARTICLE 383 AND ONE IN THE CONMO JEEP. THE FIRST FAILED ON 6 OCT IN 383, THE CAUSE WAS CYCLING. THE SECOND WAS ON 11 OCT IN 383, THE CAUSE CYCLING. AGAIN ON 11 OCT ONE FAILED IN THE JEEP, THE CAUSE WAS CYCLING. THE FOURTH FAILED ON 13 OCT IN 383, THE CAUSE WAS CYCLING. THE ARTICLE WAS CHECKED, THE ARC-34 MOUNTING WAS ELECTRICALLY CHECKED AND THE VOLTAGE CHECKED. THE D.C. VOLTAGE WAS FOUND TO BE 31 VOLTS, INSTEAD OF 28 VOLTS NOMINAL, AND RESET TO 26 VOLTS. THIS HIGH VOLTAGE IS A POSSIBLE CAUSE OF FAILURE IN 383.

B. THE OTHER TWO MAJOR FAILURES OTHER THAN ARC-34 PROBLEMS ON ART 383 WAS THE FAILURE OF AN I.F.F. UNIT (SHORTED POWER SUPPLY TRANSISTOR) AND THE PULLING OUT OF A CABLE FROM ITS CONNECTOR IN THE OSCAR-SIERRA SELF TEST CIRCUITS. THIS CABLE WAS PULLED OUT BY THE TRACKER CAMERA INSTALLATION. THE REPAIR WAS TO PUT RIGHT ANGLE CONNECTORS ON TWO OF THE OSCAR-SIERRA CONNECTORS WHERE THEY GO THROUGH THE AFT BULKHEAD. A SIGNAL GENERATOR FAILED AND WAS REPLACED BY A NEW UNIT FROM DET H.

4. HERE IS IDEAS CONCERNING ROTATION FOR HIS PEOPLE.

IN 07225 PAGE FOUR

S E C R E T

S E C R E T

IN 07225 PAGE FIVE

I ASKED HIM FOR THIS INFO, THOUGHT PERHAPS IT MIGHT BE USEFUL TO YOU.

A. SPECIAL EQUIPMENT PERSONNEL ASSIGNED SHOULD INCLUDE FOUR PEOPLE, WITH SUPERVISOR ASSIGNED FROM

25X1A
25X1A
25X1A

S E C R E T

IN 87223 PAGE SIX

25X1A

25X1A

5. THE FOLLOWING COMMENTS CONCERNING EXERCISING THE EQUIP
EVERY 18 DAYS WERE SOLICITED FROM [REDACTED]
I PASS THEM ALONG TO YOU. REQUEST YOUR VIEWS.

B. B CONFIG.

1. FREQUENCY OF MAINTENANCE INSPECTIONS AND TEST FLIGHT HAVE
BEEN ESTABLISHED THROUGH TIME LAPSE STUDIES SINCE THE B CONFIGURATION
WAS FIRST FLOWN.

2. FREQUENCY OF MAINTENANCE INSPECTIONS IS OUTLINED IN THE
MODEL HC-73B CONFIGURATION SERVICE MANUAL TP6271 PUBLISHED IN
JUNE 1953.

3. RELIABILITY DATA COLLECTED THROUGH YEARS OF IN FLIGHT USAGE
HAS ESTABLISHED THAT THE FREQUENCY OF TEST FLIGHTS SHOULD BE ONCE
EVERY 30 DAYS. IN ADDITION TO FLIGHT TEST A TIME LAPSE INSPECTION
IS PERFORMED EVERY 15 DAYS. THERE IS ALSO A LIFE CYCLE SCHEDULED
MAINTENANCE PERFORMED ON COMPONENTS AT 12,000, 25,000, 37,000,
AND 50,000 CYCLES.

4. TO FLIGHT TEST EVERY 18 DAYS AS DIRECTED BY HQ DIRECTIVE
50-1055-18 WOULD ACCOMPLISH 36 FLIGHT PER YEAR WITH 3600 CYCLE
MINIMUM PER FLIGHT AND APPROXIMATELY 56,000 CYCLES PER YEAR.
WITH TWELVE TEST FLIGHT PER YEAR WITH MINIMUM 2000 CYCLES
PER FLIGHT WOULD ONLY ACCOMPLISH 24,000 CYCLES PER YEAR.

5. IRAN FREQUENCY FOR THE B CONFIGURATION HAS BEEN
IN 87223 PAGE SIX

S E C R E T

S E C R E T

IN 87225 PAGE SEVEN

ESTABLISHED BY NSOP-3212-1 AT 100,000 CYCLES OR TWO YEARS OF SERVICE.

6. WHENIN PLACE AT OVERSEAS STAGING AREAS FILM IS SUPPLIED IN 4000 OR 6500 FEET LENGTH SPOOLS. TO ACCOMPLISH 1000 CYCLES OF OPERATION ON A TEST FLIGHT AMOUNT OF FILM TRANSPORTED WOULD BE 1500 FEET WITH 2500 WASTE (1000 CYC) IT HAS BEEN THE PROCEDURE OF THIS DETACHMENT TO ACCOMPLISH ONE TEST FLIGHT PER THIRTY DAYS UTILIZING 8000 FEET OF FILM (2000 CYC).

7. CONCLUSION: REDUCTION IN FLIGHT TEST FREQUENCY WILL ACCOMPLISH LESS FILM WASTE AND BETTER UTILIZATION OF AVAILABLE CYCLES ON THE CONFIGURATION BETWEEN SCHEDULED IRAN OVERHAUL WITH NO LOSS OF RELIABILITY.

8. DELTA: IT IS FELT THAT A MISSION EVERY TEN DAYS IS NOT NECESSARY.

1. THE EQUIPMENT IS PROVEN AND OPERATIONAL PRIOR TO DEPLOYMENT.

2. EQUIPMENT IS THOROUGHLY CLEANED AND INSPECTED FOR PHYSICAL AND/OR ENVIRONMENTAL DAMAGE ONCE EVERY FIVE DAYS (MAIN POSSIBLE DAMAGE IS FUNGUS GROWTH IN HUMID AREAS)

3. EQUIPMENT IS OPERATIONALLY READIED ONCE EVERY FIFTEEN DAYS. READIED AS IF FOR MISSION OPERATED & CHECKED FOR: CYCLE RATES, PROPER TRANSPORT, CORRECT TENSION, SYNCHRONIZATION, FAIL/SAFE

IN 87225 PAGE SEVEN

S E C R E T

IN 07225

4. HIGH SPEED CUT OFF FUNCTIONS, INDEPENDENT OPERATION AND RECORD CIRCUITS CHECKED.

4. EQUIPMENT WILL BE OPERATIONALLY GROUND CHECKED IN ANY ARTICLE NOT UTILIZED BEFORE, OR IN ANY ARTICLE IN WHICH WORK HAS BEEN PERFORMED WHICH MAY AFFECT THE ELECTRICAL OR MECHANICAL OPERATION.

5. AMOUNT OF OPERATING TIME HAS A DIRECT BEARING ON LIFE SPAN OF CONFIGURATION, OR COMPONENTS.

6. IF ANY WORK IS PERFORMED ON THE CONFIGURATION, WHICH MIGHT AFFECT OPERATIONAL FLIGHT STATUS, A TEST FLIGHT FOR EQUIPMENT EVALUATION WILL BE REQUESTED ASAP.

C. TRACKER: THREE TEST FLIGHT OF FOUR AND ONE HALF HOURS DURATION OVER A PERIOD OF A YEAR WOULD ULTURE 162 HOURS OF FLIGHT TIME IN EACH UNIT. SINCE OUR UNITS ARE RETURNED TO THE PLANT FOR IRAN AT THE COMPLETION OF 500 HOURS OF FLIGHT TIME, THREE FLIGHT A MONTH WOULD CONSUME 38.6 PERCENT OF THE 500 HOURS AS AGAINST 54 HOURS OR 9.2 PERCENT IF THE UNITS WERE FLOWN ONCE A MONTH. WITHOUT ANY MALE-FUNCTIONS FOR MORE THAT TWO YEARS WE FEEL THAT ONE FLIGHT PER MONTH IS SUFFICIENT TO CHECK EACH UNIT. THIS HAS BEEN OUR PRESENT PRACTICE, AND OUR RESULTS SPEAK FOR THEMSELVES.

6. REQUESTS:

A. 14 DAY LEAVE

IN 07225 PAGE EIGHT

S E C R E T

~~SECRET~~

IN 07225 PAGE NINE

B. COMMENCING 24 OCT UPON ARRIVAL AT L.A. INT AIRPORT.
HE INTENDS TO CONTINUE ON TO [REDACTED]
HIS ADDRESS ON LEAVE. IF THIS DOES NOT INTERFERE WITH YOUR OPS
REQUIREMENT, REQUEST YOU APPROVE.

25X1A

C. [REDACTED] REQUESTS:

A. 14 DAYS LEAVE

B. COMMENCING WITHIN THE WEEK AFTER HIS RETURN.
IF THIS DOES NOT INTERFERE WITH YOU OPS REQUIREMENT, RECOMMEND
YOU APPROVE.

action taken

7. THERE IS A SHORTAGE OF ONE, FIVE AND TEN DOLLAR BILLS IN

[REDACTED] REQUEST YOU SEND A BUNCH WITH WHO EVER BRINGS THE CASH.

8. I RECOGNIZE THAT WE ARE NICKLE AND DIMING YOU FOR SUPPLIES
ETC. HAVE TRIED TO MINIMIZE THIS AS MUCH AS POSSIBLE. HOWEVER,
WE NEED CERTAIN THINGS TO KEEP OPERATING. SUPPORT FROM [REDACTED]
IS RELUCTANT. HE HAS NO FOLLOW UP SYSTEM. THUS WE ARE PLACED
IN A POSITION OF EXERTING CONSTANT PRESSURE - - WHICH I KNOW IS
IRRITATING TO HIM. ON SOME REQUESTS I AM SURE HE MERELY GIVES
LIP SERVICE. AS A RESULT WE TURN TO YOU. YOUR SUPPORT IS MUCH
APPRECIATED. MY OVERALL OBJECTIVE HERE IS TO MAKE THE LIVING,
WORKING AND OPERATING CONDITIONS AS COMFORTABLE AND EFFICIENT AS
POSSIBLE. IF YOU THINK IT'S APPROPRIATE, WHILE BOB IS THERE,

IN 07225 PAGE NINE

~~SECRET~~

~~SECRET~~

IN 87225 PAGE TEN

25X1C YOU MIGHT COME OUT HERE AND LOOK AROUND. TELL KEITH THAT I GO
ALONG WITH HIM ON [] JUST AS LONG AS HE WORKS ON
THE PRINCIPLE OF MAKING THE NEW CP FULLY OPERATIONAL AS SOON AS
POSSIBLE.

25X1A
25X1A

9. IN THE [] NR 28 MAIL RECEIVED AT []
ON 16 OCT THERE WERE FOUR LETTERS RETURNED TO THE ORIGINATORS.
ALL WERE CLEARLY ADDRESSED TO [] PLEASE JUMP ON
SOME ONE FOR THIS BOMER.

25X1A

END OF MSG

IN 87225 PAGE TEN OF TEN

~~SECRET~~